

California Senate Bill 375 Greenhouse Gas Reduction Target Setting Process

**California Air Resources Board
June 24, 2010**

Presentation Outline

- SB 375 basics
- Improved planning process
- Proposed targets

Senate Bill 375 Basics

- Regions begin designing Sustainable Communities Strategies as part of their planning process
- To help guide regional efforts, ARB sets targets
- Targets will be revised over time

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Regional Targets Advisory Committee

- Tasked to recommend factors and methodologies for setting targets
- Final report to ARB last September
- Target metric
 - Percent reduction in GHG/capita from 2005 levels
 - Easy to understand, focuses on change
- Collaborative, bottom-up process moving forward

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Builds on Positive Actions

- Virtually all the MPO regions have participated in blueprint growth scenario planning
 - Continue work as conveners at the local level
- Cities are updating General Plans and developing Climate Action Plans for sustainability
 - Many excellent examples already on the ground

Improved Planning Process

Recent Activities to Incentivize Better Planning Statewide

- Strategic Growth Council
 - Allocated \$12M Proposition 84 funds
 - Additional incentives coming for local and regional efforts
- CTC approved RTP guidelines last April
- U.C. work on policies and practices
 - Provide easily understandable summaries of key policies that have empirical support

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SB 375 Promotes a More Integrated Regional Planning Process

- A common vision for the future
- Integrates land use and transportation system to meet GHG reduction targets
- Regions prepare a Sustainable Communities Strategy (SCS) as new element of their Regional Transportation Plan
 - Develop through enhanced public process
 - Identify general location of different land use types, areas to house the region's population, etc.

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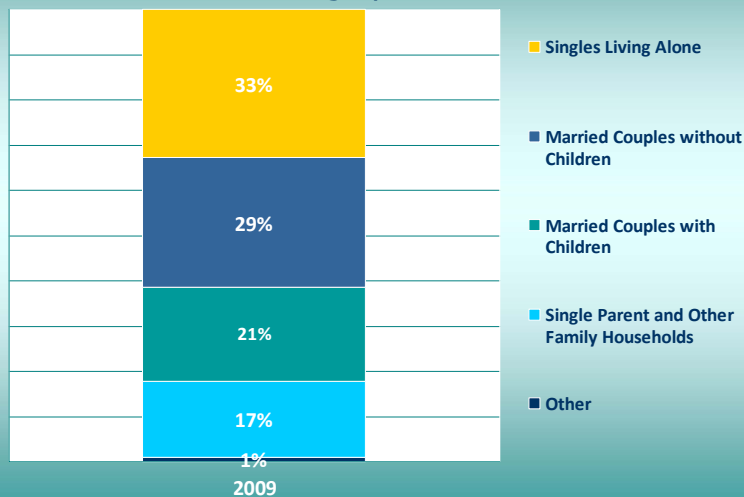
Benefits of Better Planning

- Positive effects on mobility, air quality, public health, natural resources
- Vision CA estimates
 - \$6,400/yr household savings on auto-related costs and utility bills
 - \$4.3 billion/yr city and county savings on infrastructure costs
- ULI Report: SB 375 helps communities meet changing market demand for housing

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Current Household Types

2009 U.S. household demographics



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Source: US Census Bureau, <http://www.census.gov/population/www/socdemo/hh-fam.html#ht> January 2009

A Changing Rule of Thumb

- The rule of thumb in the 1980s and 1990s was that VMT grew at about twice the rate as population
- Over the past decade VMT growth did not exceed population growth

Proposed Draft Targets

[illegible]

Funding Source	Percentage
4 largest MPOs	83%
8 SJV MPOs	10%
6 other MPOs	5%
Non-MPOs	2%

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MPO and ARB Collaboration and Scenario Development

- MPO staff initiated a coordinated effort for data exchange and regional scenario development
- Discussions focused on:
 - Policy descriptions and deployment levels (e.g. transit, land use, system/demand management, pricing)
 - Travel cost and RTP revenue assumptions
 - Regional similarities and differences across MPOs

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MPO Alternative Scenario Data

- 10 MPOs submitted quantitative data
- Looked at impacts of individual strategies and combined strategies
- Examples of strategies tested:
 - Increased compact development
 - Expansion of transit network
 - Jobs-housing balance
 - Pricing

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Approach for 2020 Targets

- Recognize factors such as:
 - Time needed to change land use form and transportation infrastructure
 - Economic recovery
 - Improvements in transportation efficiency
 - Near-term forecasts

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Four Large MPOs - 2020 Targets

Percent Reduction in Per Capita Emissions from 2005 to Target Year

REGION	2020
Bay Area Region	5-10%
Sacramento Region	
San Diego Region	
Southern California Region	

* Percent reduction numbers do not include emission reductions expected from Pavley and LCFS measures.

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Challenge of 2035 Targets

- Forecasting challenges
 - Regional development of long-term vision takes time, resources, and commitment
 - Modeling issues
- Near-term additional work underway
 - Placeholder ranges for July workshops
 - MPOs work continues
- Long-term effort needed for target revision in 4 years

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Four Large MPOs - 2035 Scenario Results

Percent Reduction in Per Capita Emissions from 2005 to 2035

REGION	2035
■ Bay Area Region:	3 - 12%
■ Sacramento Area Region:	13 - 17%
■ San Diego Region:	5 - 19%
■ Southern California Region:	3 - 12%

Percent reduction numbers do not include emission reductions expected from Pavley and LCFS measures.

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San Joaquin Valley

- Eight individual MPOs
 - MPO Directors currently coordinate on regional transportation issues
 - SB 375 allows MPOs to develop multi-county strategies
- Key valleywide issues
 - Impact of interregional travel
 - Limited resources
 - Population growth

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San Joaquin Valley Target Setting Approaches

- Coordinated baseline data submittal
- Fresno - Enhanced transit strategies, increased densities, smart-growth in "Southeast Growth Area"
- Kern - Baseline with exceptions for large "strategic employment resources"
- Kings - Baseline including Blueprint policies
- Scenarios span a range of 7 percent reduction to 12 percent increase

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San Joaquin Valley Placeholder Target Considerations

- Very limited technical data
- Targets should reflect a reduction not an increase
- Based on submitted data, initial placeholder range is 1 to 7 percent reduction for both 2020 and 2035

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Remaining 6 MPO Regions

- Butte, Monterey Bay Area, San Luis Obispo, Santa Barbara, Shasta, Tahoe
- Targets set at each MPOs most current projected emissions for 2020 and 2035

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Next Steps

- Continued collaboration with MPO staff on technical work
- Workshops in July
- Release of staff proposal in August
- Board consideration in September

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